

ABSTRACT

This invention relates to a tire suitable in a passenger car, particularly a tire being high in the resistance to hydroplaning on a wet road surface and low in the tire noise and having an asymmetric tread pattern. In such a tread pattern that at least two circumferential grooves extending along an equatorial plane of the tire are formed in a region of a tread surface at an axially inner side with respect to the equatorial plane in the mounting on the vehicle and at least one circumferential groove is formed in a region at an axially outer side thereof, a circumferential groove nearest to the equatorial plane of the tire among the circumferential grooves arranged in the axially inner side region has a width wider by 20% or more than an average groove width of the tire and a circumferential groove arranged toward a side of a tread end at the axially inner side region has a width corresponding to 90-110% of the average groove width, and the circumferential groove nearest to the equatorial plane of the tire at the axially outer side region has a width narrower by 10% or more than the average groove width, whereby the resistance to hydroplaning and the controllability of tire noise, which have a conflicting relation in the prior art, are established in a higher level.